Headquarters of the
COMMANDANT, THIRD NAVAL DISTRICT
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Hosp. Ships

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Six 15,000-ton, 17½-knot, completely air-conditioned Navy hospital ships, planned as the finest of their type sailing the seas under any flag, soon will join the "mercy fleet," it was announced today by Third Naval District Headquarters.

The Navy, through its Bureau of Ships, has called upon New York Harbor's great private shipyards to do this conversion job, and men and women at yards in Brooklyn and Hoboken have been urged to exert every effort to rush the vessels to completion because of the pressing need for them in the Pacific.

Three of the ships were assigned to the Todd Shipyards Corporation, two to the Bethlehem Steel Company and one to the Atlantic Basin Iron Works. Two of the vessels are now almost ready for commissioning, three will be ready in May, and the last is scheduled to be completed in June.

This will be the first time that the Navy has had a class of hospital ships, identical in every feature. The vessels, named after one of the group, will be known as the HAVEN Class.

The ships:

USS TRANQUILLITY -- Atlantic Basin Iron Works, Brooklyn.
(Commissioning next week).

USS HAVEN -- Todd Shipyards Corporation, Brooklyn.
(To be commissioned soon after the TRANQUILLITY).

USS BENEVOLENCE -- Todd Shipyards Corporation, Brooklyn.
(Tentative completion date: May).

USS REPOSE -- Bethlehem Steel Company, Brooklyn, 56th Street yard.
(Tentative completion date: May).

USS CONSOLATION -- Bethlehem Steel Company, Hoboken.
(Tentative completion date: May).

USS SANCTUARY -- Todd Shipyards Corporation, Hoboken.
(Tentative completion date: mid-June).

Workers at the Bethlehem, Todd and Atlantic Basin Iron Works yards have been spurred on by the following message from Admiral W. F. Halsey, Jr., U.S.N., Commander of the Third Fleet:

"Fully 98 per cent of all casualties brought aboard our hospital ships are saved. But men are dying because there are not enough of these ships in the Pacific. The fighting gets tougher all the time as we approach the Japs' front yard and our casualties are mounting. More hospital ships are desperately needed to handle the increasing number of wounded. I am confident that every worker will gladly exert himself to the limit in order to get these ships to the fighting front in the shortest possible time."

When the last of the six goes into commission, the Navy will have a total of fifteen hospital ships in operation. Designed to be of maximum service in forward assault areas, the new vessels will be fully equipped floating hospitals and will function as medical supply ships as well.

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The Navy is counting on their increased numbers of ladders and hoists to speed the handling of patients and stores, their many new features, their laboratories, their ready rooms for treating shock, and their every resource of science to help heal and comfort the men who will be brought aboard them.

These new vessels were built as U. S. Maritime Commission C-4 hulls by the Sun Shipbuilding and Dry Dock Company, Chester, Pa., and taken over by the Navy for conversion to hospital ships. They are full conversions and at completion will have only the basic original features. Principal characteristics are a long forecastle deck, relatively small well deck, and machinery and single stack aft.

Overall length of the seven-deck, turbine-driven vessels is 520 feet. Their displacement is 15,000 tons, beam 71 feet 6 inches, speed 17½ knots, cruising radius at 17½ knots about 12,000 miles.

Hospital beds are provided for 802 patients -- 742 enlisted men and 60 officers. In an emergency the capacity can be increased by several hundred. Hospital ships already in operation accommodate from 450 to 760 patients each.

As for ship's company, there are accommodations for 58 officers, 30 nurses and two female Red Cross workers, 24 chief petty officers, 230 crew-members and 238 hospital corpsmen.

These vessels have a long list of features, chief among them the following:

Air Conditioning -- Full air conditioning (for the first time in any Navy ship) throughout the hospital and crew's spaces. Maximum efficiency of fan ventilation has been attained in naval vessels without providing conditions of comfort where temperatures and humidity are high. Considerations of added weight, space and fuel requirements have prevented installation of air-cooling equipment in fighting ships. The HAVEN Class hospital ships will add considerably to experience in the field.

Hospital Equipment -- The equal of that of modern shore hospitals.

Medical Offices and Rooms -- Include two main operating rooms, fracture operating room, plaster room, apparatus room, anesthesia room, clinical laboratory, dispensary, dental clinic, dental prosthetic laboratory, radiographic room, endoscopic room, X-ray examining room, optical repair room, X-ray office, physiotherapy room, eye, ear, nose and throat clinic; eye, ear, nose and throat operating room. (Operating rooms are located near the roll and pitch center of the ship -- where movement is at a minimum.)

Recreation Facilities -- For ward patients, each bed and berth will have ear phones or pillow phones hooked into a five-channel entertainment broadcast system. A master receiving set will provide long and short wave radio programs. Phonograph music will be carried over the ship's hookup. The wide, open bridge deck will be available for movies, shows, deck sports and sun bathing. The main deck lobbies, fore and aft, are fitted with chairs and tables to serve as lounges. A patients' library is provided on the main deck off the lobby. In addition to two Navy chaplains, two Red Cross workers will be aboard to assist in morale work among the patients, and the ship will carry Red Cross stores for their work.

Patient Handling -- Everything possible has been provided for the rapid handling of wounded from shore to ship, from boat to ship, and from ship to shore. Ship will have four elevators, two passenger of the self-levelling type, each with 3,000-pound capacity, and two freight. Patients on litters may be taken aboard by single, double or

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multiple litter hoists from small craft by using hoisting gear at ten stations -- five on each side of the ship. Provision is made for double type Welin davits on each side forward so that power boats may be unloaded at the rail or on deck. Ambulance boats may be provided later.

Food Service -- Plan has been adapted from successful hospital commissaries. Food for bed patients will come up from the galley to the main deck by food elevator and be distributed to war diet pantries, to be served on individual trays. Vacuum food containers for solid and liquid foods are provided, with ingenius hand trucks for transporting them, and the diet pantries are equipped with electrically heated tables and heated cabinets. Ambulatory patients will be served in mess hall. Special diets will be prepared in special diet kitchen under supervision of a nurse dietician. A "sharp freeze" compartment of 1,000 cubic feet has been included in the refrigerator compartment for quick-frozen foods. Two milk emulsifiers -- "mechanical cows" -- each with 40-gallon-an-hour capacity, have been installed. Ice cream capacity and storage have been increased to a point considered adequate for frequent serving to patients and crew, and for ship's service store purposes.

Medical Stores -- To allow the ship to fulfill its function as a medical supply ship, in advanced areas, abundant medical storage space is included, totaling 85,000 cubic feet. A complete field hospital of 100 beds is stored in cases as a unit aboard each ship.

Administrative Suite -- Location of these offices, as well as clinical facilities, below deck, is a new departure which allows upper decks to be used for wards.

Quarters -- Officers and nurses have been provided with unusually good accommodations. The "nurses' country" is self-contained, with separate mess. Hospital corpsmen and ship's crew also have excellent spaces.

Color Scheme -- Carefully selected to give cheerful atmosphere and require low maintenance work.

For Shore Transportation -- Lashed topside amidships on each vessel will be an ambulance and station wagon.

A Navy line officer will be in command of each vessel, with hospital facilities in charge of a senior medical officer. These officers, and the chief nurses named to date for the ships, are:

USS TRANQUILLITY

Prospective Commanding Officer--Captain Merritt D. Mullen, USNR, Carrollton, Ky.

Prospective Senior Medical Officer--Captain B. W. Hogan (MC) USN, Auburndale, Boston, Mass.

Prospective Chief Nurse--Lieut. Sylvia Koller (NC) USN, Buffalo, N. Y.

USS HAVEN

PCO--Captain Theodore Patterson, USN, Hatfield, N. J.

PSMO--Captain R. P. Parsons (MC) USN, San Francisco, Calif.

PCN--Lieut. Ruth A. Erickson (NC) USN, Virginia, Minn.

USS BENEVOLENCE

PCO--Captain Clyde C. Laws, USN, San Francisco, Calif.

PSMO--Captain F. L. McDaniel (MC) USN, Alexandria, Va.

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PCO--Captain William O. Britton, USNR, Newark, N. J.

PSMO--Captain J. L. Frazer (MC) USN, Washington, D. C.

USS CONSOLATION

PCO--Captain Philip G. Beck, USNR, Brooklyn, N. Y.

PSMO--Captain L. r. Newhouser (MC) USN, Washington, D. C

USS SANCTUARY

PCO--Commander John M. Paulsson, USNR, Green Island, N. Y.

PSMO--Captain Oscar Davis (MC) USN, Six Mile Run, Pa.

Crew members of the six ships will be "adopted" by volunteer workers serving in the five American Red Cross chapters in New York City. The first two ships, the TRANQUILLITY and the HAVEN, will be "adopted" by the Brooklyn Chapter at sponsorship ceremonies at 8 P. M. Thursday (April 19) in the Twenty-third Regiment Armory, 1322 Bedford Avenue.

The TRANQUILLITY is being sponsored by members of the Brooklyn Chapter's Volunteer Special Service Corps; the HAVEN by Production Department volunteers. Each sponsor will "adopt" a member of the crew, write letters to him and his family, send him birthday and holiday gifts and do services for him at home.

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